

## Battlefield Tour

This four-mile driving tour of the park's main unit is designed to be used at your own pace. Besides audio stations and way-side exhibits, some of the stops have short, interpretive walking trails. Your visit will be more enjoyable and informative if you take time to explore them.

**1 Confederate Battery 5** Located behind the visitor center, this was one of the strongest works on the original Confederate defense line (the Dimmock Line). Union troops captured it on June 15, 1864. A trail leads to the site where the "Dictator," a huge mortar used by the Union army to shell Petersburg, was located.

*To follow the Battlefield Tour route, take the second right after passing the entrance station.*

**2 Confederate Battery 8** This battery was captured by black U.S. troops and renamed Fort Friend for the Friend House located nearby. The fort was re-faced and served as a supporting artillery position for the duration of the siege.

**3 Confederate Battery 9** Black U.S. troops of Hink's Division captured this position during the first day's fighting. The winter quarters of the Union IX Corps were in the surrounding area. This site also features examples of a picket and infantry trench, a bomb-proof, a soldier's winter hut, and a sutler's store. Check at the visitor center for the summer schedule of living history events held here annually. A trail leads to the site of Meade Station, an important supply and hospital depot on

the City Point and Army Line, a military railroad built during the siege. It is a 10-minute walk.

**4 Harrison Creek** Driven from their original line in the opening battle on June 15, 1864, Confederate forces fell back and dug in along this stream. After occupying this position for two days, they withdrew to a new line closer to Petersburg that they held until the fall of the city on April 2, 1865. In March 1865 the main Confederate advance of Lee's last offensive (the Battle of Fort Stedman) was halted along this stream.

**5 Fort Stedman** This Union stronghold was the focus of a Confederate attack on March 25, 1865, in Lee's attempt to relieve the heavy pressure west of the city. The loop trail leads to

Colquitt's Salient, from which the Confederate attack originated. The trail passes the monument to the 1st Maine Heavy Artillery, commemorating its role in the June 18, 1864, attack on Colquitt's Salient in which it sustained the greatest regimental loss in a single action of the Civil War.

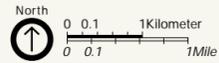
**6 Fort Haskell** Union artillery and very heavy infantry fire stopped the Confederate southward advance here during the Battle of Fort Stedman. Federals who had been driven down the line of works were jammed so tightly into this fort that most could only load weapons and pass them forward to be fired.

**7 Taylor Farm** All of the Taylor farm buildings were destroyed at the start of

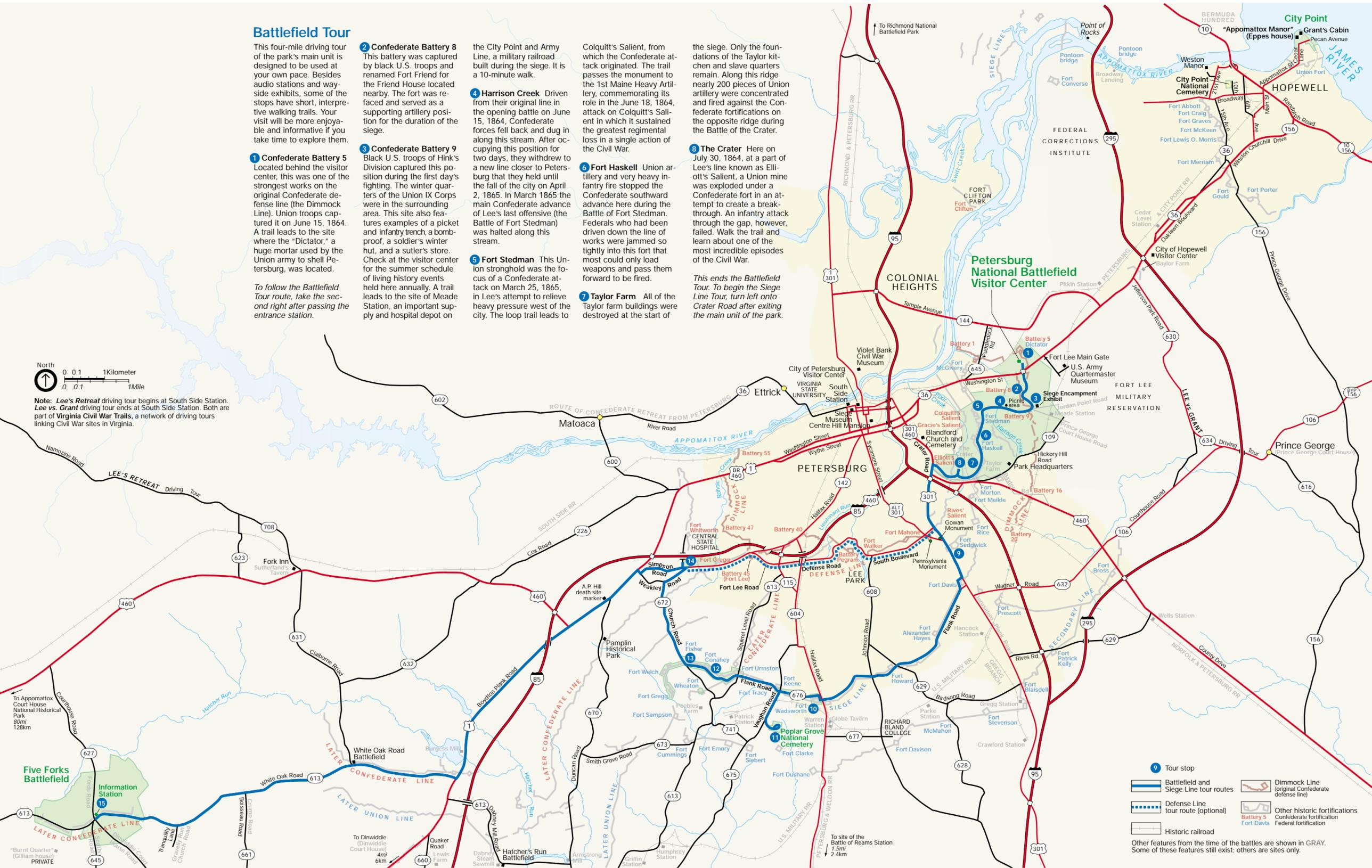
the siege. Only the foundations of the Taylor kitchen and slave quarters remain. Along this ridge nearly 200 pieces of Union artillery were concentrated and fired against the Confederate fortifications on the opposite ridge during the Battle of the Crater.

**8 The Crater** Here on July 30, 1864, as a part of Lee's line known as Elliott's Salient, a Union mine was exploded under a Confederate fort in an attempt to create a breakthrough. An infantry attack through the gap, however, failed. Walk the trail and learn about one of the most incredible episodes of the Civil War.

*This ends the Battlefield Tour. To begin the Siege Line Tour, turn left onto Crater Road after exiting the main unit of the park.*



Note: Lee's Retreat driving tour begins at South Side Station. Lee vs. Grant driving tour ends at South Side Station. Both are part of Virginia Civil War Trails, a network of driving tours linking Civil War sites in Virginia.



## Siege Line Tour

This 16-mile driving tour takes you to park areas south and west of town. It begins after exiting the main unit at Crater Road (U.S. 301). This is the original Jerusalem Plank Road of the war period, one of the main highways leading into the city from the southeast. Modern development has destroyed most of the trenches, but traces can still be found. Many sites are on both public and private land. Please honor property lines where posted. And remember: you will be traveling on both state and county roads, so be alert to frequent and fast-moving traffic. After turning left on Crater Road, proceed about 1 1/2 miles to

the site of Fort Sedgwick at the southeast corner of Crater Road and Morton Ave. The site is not marked and there are no parking facilities.

**9 Fort Sedgwick** No trace remains of this key Union fort. It was built in July-August 1864 to control the Jerusalem Plank Road and named for Gen. John Sedgwick, killed in the Battle of Spotsylvania. It was nicknamed "Fort Hell" because of the intense Confederate mortar and sniper fire it attracted. This was the site of a major assault by the Federal IX Corps against Rives' Salient to the north and nearby Fort Mahone on April 2, 1865. Continue on

Crater Road 1/4 mile and turn right onto Flank Road, site of Union Fort Davis, owned by the City of Petersburg. Follow Flank Road, which parallels the Union siege line, to Halifax Road (Va. 604).

**10 Fort Wadsworth** This strategic work, named for Union Gen. James S. Wadsworth, killed in the Battle of the Wilderness, occupies the site of the Battle of the Weldon Railroad, August 18-19, 1864. It was built to strengthen the Federal hold on this sector of the Petersburg front. Interpretive markers within the fort discuss its significance in more detail. The Hagood Monument on the grounds memorial-

izes South Carolina soldiers who broke through the Union lines in this area on August 21. The present Halifax Road follows the original bed of the Petersburg and Weldon Railroad. Continue west on Flank Road to Vaughan Road and turn left.

**11 Poplar Grove National Cemetery** was established in 1866 for Union soldiers who died during the Petersburg and Appomattox campaigns. Of the 6,178 interments, 4,110 are unknown. Most of the Confederate soldiers who died during the siege are buried in Blandford Cemetery in Petersburg. Other Union soldiers are buried in the City Point National

Cemetery in Hopewell. Return to Flank Road and turn left.

**12 Fort Conahey** This fort and Fort Urmoston near the intersection of Flank and Squirrel Level roads were built in October 1864 on ground captured by Federal forces during the Battle of Peebles Farm, September 30-October 2. They, like several other nearby forts, were named for Federal officers killed in the battle. Continue on Flank Road.

**13 Fort Fisher** This was the largest earthen fortification on the Petersburg front. Union soldiers completed it in March 1865. Because the Confederate

works were more than a mile to the north, there was little shelling along this part of the line and Fort Fisher saw no direct fighting. On April 2, 1865, however, a day after Union victory at the Battle of Five Forks forced Lee to abandon Petersburg, elements of the Union VI Corps assaulted the Confederate defenses from between Forts Fisher and Welch, breaking through at what is now Pamplin Historical Park. Nearby Fort Wheaton (inaccessible to visitors) was originally Confederate Fort Archer, part of the Southern line captured during the Battle of Peebles Farm. Access to Fort Welch, which, with Fort Gregg, forms a con-

tinuation of the Federal siege line across Church Road (Va. 672), is by foot trail only. From the parking lot, turn right onto Church Road. Proceed 2 miles to Weakley Road and turn right. Turn left on Simpson Road and then right onto the Central State Hospital entrance road. Fort Gregg is located in the field east of the parking area. It is accessible by foot only.

**14 Fort Gregg** This Confederate fort (not to be confused with the Federal fort of the same name) was built as an outpost guarding the western approach to Petersburg. On April 2, 1865, when Grant ordered his final assault on the Confederate lines,

the 600 men defending Forts Gregg and Whitworth (to the north) held off the Federal XXIV Corps of 5,000 men for two hours, enabling Lee's army to safely withdraw from the city that night.

*This ends the Siege Line Tour. To visit Five Forks, tour stop 15, return to Simpson Road and turn right. At U.S. 1, turn left, go south about 4 miles to White Oak Road (Va. 613), and turn right. Five Forks is about 5 miles ahead. To follow the optional Defense Line Tour, turn left on Simpson Road (which becomes Boydton Plank Road at the city limits). Proceed to Fort Lee Road and bear right.*